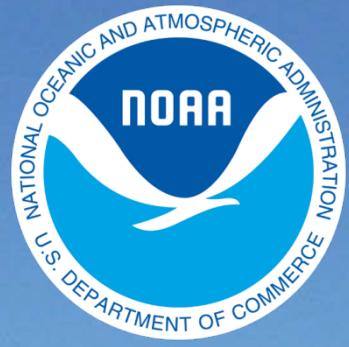


# BookletChart™

## Mississippi River to Galveston NOAA Chart 1116A

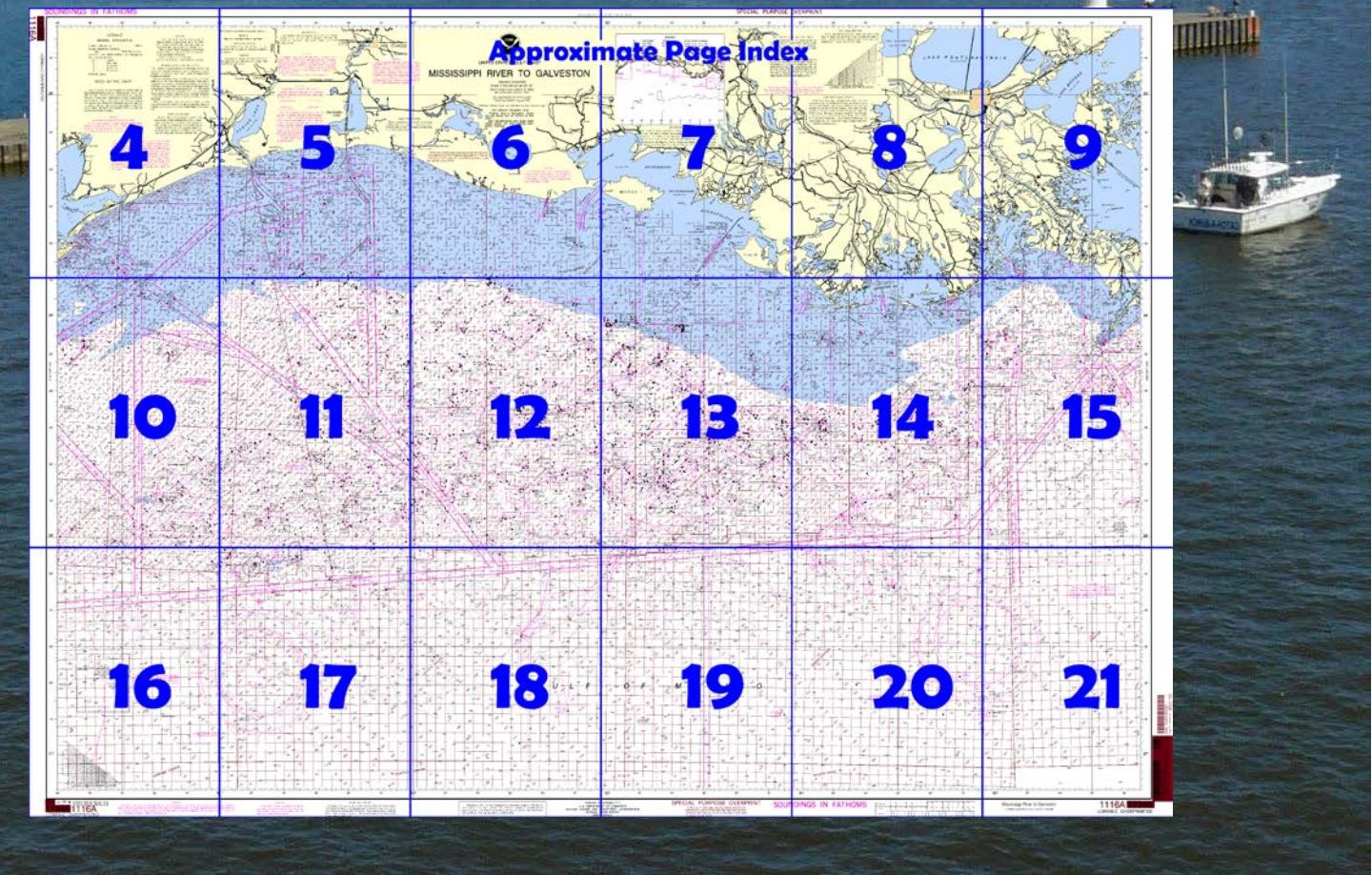


**A reduced-scale NOAA nautical chart for small boaters**

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
**[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)**  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

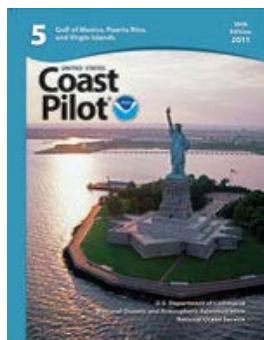
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at [http://www.nauticalcharts.noaa.gov/nsd/coastpilot\\_w.php?book=5](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=5).



### (Selected Excerpts from Coast Pilot)

**Weather** The climate along this stretch of coast is a mixture of tropical and temperate zone conditions. The area receives abundant rainfall and moderate temperatures, with only a few short periods where temperatures fall to freezing or below. The Gulf of Mexico helps modify the relative humidity and temperature conditions, decreasing the range between extremes. When S winds prevail these marine effects are increased. During summer, prevailing southeasterlies help cool the air and produce showers.

Navigation is hampered at times by extratropical or winter systems, fog, thunderstorms, and tropical cyclones. This area is located S of the mean

track of continental extratropical cyclones. During winter, this track reaches its S limit, and some 15 to 20 associated fronts reach the Gulf of Mexico. These "northerns" are common from October through February. The mixing of cold and warm air may also trigger the formation of an extratropical cyclone in the Gulf. The cold fronts and winter storms result in gale-force winds blowing 1 percent of the time and winds of 22 knots or more occurring 7 to 12 percent of the time. Waves of 10 feet or more are common, while 20-foot seas have been encountered. Tropical cyclones are a threat to navigation from late May into early November. On average, a tropical cyclone (winds 34 knots or more) will move through the region every 1 to 2 years, while a hurricane (winds 64 knots or more) can be expected every 4 to 5 years. Winds can be expected to reach 100 knots about every 25 years. These systems can also generate rough seas. Carla and Audrey produced 28- to 30-foot seas. On average, maximum significant wave heights of about 40 feet can be expected once every 25 years in deep waters.

While fog occurs throughout the year, it is much more likely in winter and early spring; February is often the foggiest month. Port Arthur averages 42 days annually when visibilities fall below 0.4 mile. These monthly averages range from less than 1 day in the summer months to 8 days in January. Offshore visibilities fall below 2 miles about 2 to 3 percent of the time from December through April. On average, sound signals operate more than 100 hours per month in December and January. Visibilities may also be restricted by precipitation and smoke.

**Currents.**—The currents off the entrance of Sabine Pass are dependent upon the direction and velocity of the wind. Following continued N to E winds, a SW to W current will be found off the entrance, frequently with a velocity of 1 knot and sometimes as much as 2 knots. Following S and SW winds, the currents will be in the opposite direction, but with less velocity. The tidal current between the jetties at strength averages 1.1 knots on the flood and 1.6 knots on the ebb, but velocities up to 2.5 knots have been observed in Sabine Pass. Tidal current predictions for Sabine Pass may be found in the Tidal Current Tables, Atlantic Coast. The currents off the entrance of Sabine Pass are dependent upon the direction and velocity of the wind. Following continued N to E winds, a SW to W current will be found off the entrance, frequently with a velocity of 1 knot and sometimes as much as 2 knots. Following S and SW winds, the currents will be in the opposite direction, but with less velocity. The tidal current between the jetties at strength averages 1.1 knots on the flood and 1.6 knots on the ebb, but velocities up to 2.5 knots have been observed in Sabine Pass. Tidal current predictions for Sabine Pass may be found in the Tidal Current Tables, Atlantic Coast.

**Dangers.**—The offshore oil well structures, Sabine Bank, and the spoil and dumping grounds on either side of the entrance channel are the principal dangers encountered when approaching Sabine Pass. Vessels should not approach the entrance too closely before the pilot boards. The offshore oil well structures, Sabine Bank, and the spoil and dumping grounds on either side of the entrance channel are the principal dangers encountered when approaching Sabine Pass. Vessels should not approach the entrance too closely before the pilot boards.

A strong westerly current known to cause groundings after tropical cyclones was reported between Sabine Bank Channel Lighted Buoys 17 and 18, and between Sabine Bank Lighted Buoy 33 and Lighted Bell Buoy 34; extreme caution is advised.

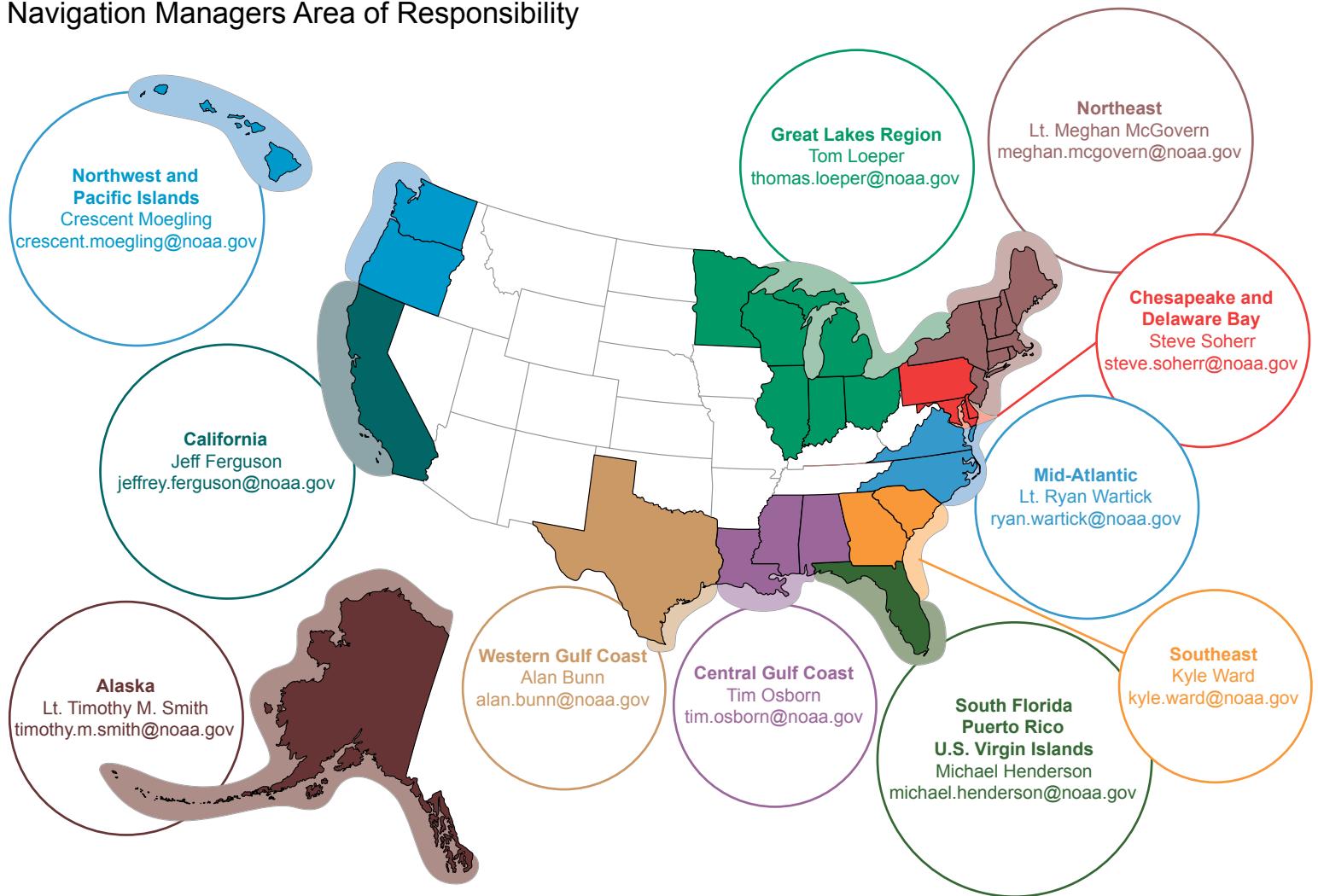
**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander

8th CG District (504) 589-6225  
New Orleans, LA

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

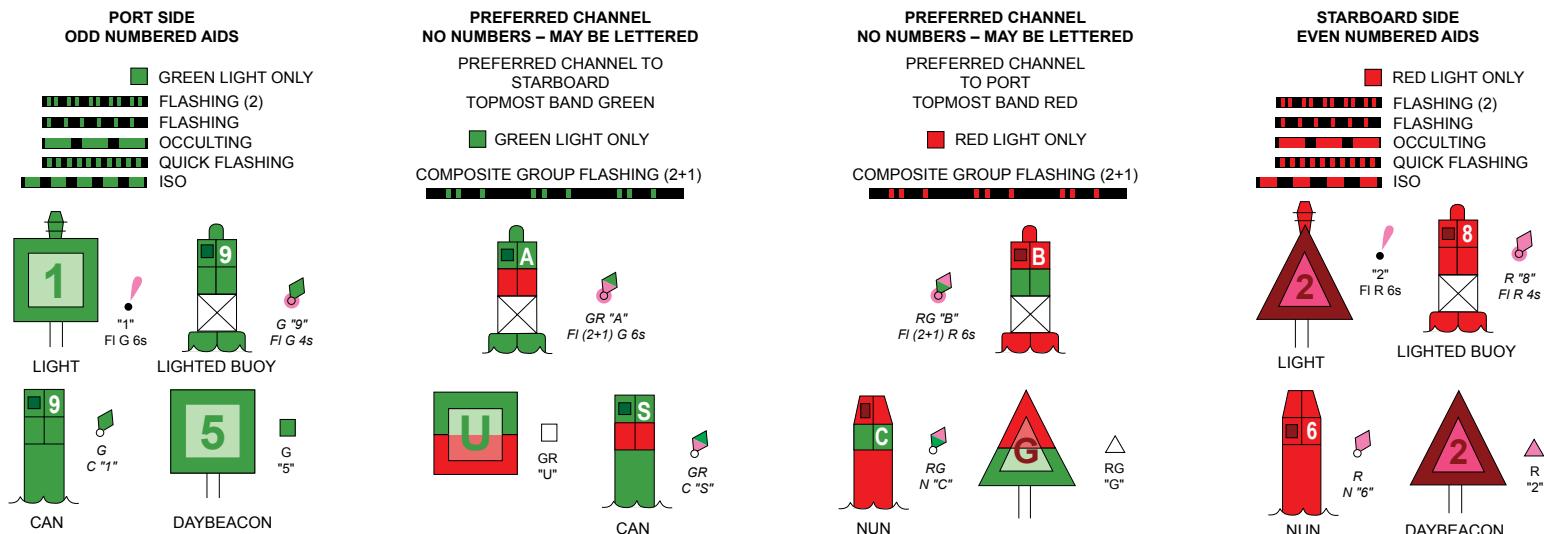
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

50'                    40'                    30'                    20'                    10'                    94°                    50'

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Houston, Galveston and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the *U.S. Coast Pilot*, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

## NOTE B

## GALVESTON TRAFFIC SEPARATION SCHEME

A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

NOTE F

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) on the Sabine - Neches Waterway and offshore approaches. Vessel operating procedures, mandatory participation boundaries, and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and the VTS Port Arthur User Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Port Arthur Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Services and Navigational Assistance Services as required.

**CAUTION**

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
Ⓐ(Accurate location) Ⓣ(Approximate location)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

#### Heights in feet above Mean High Water

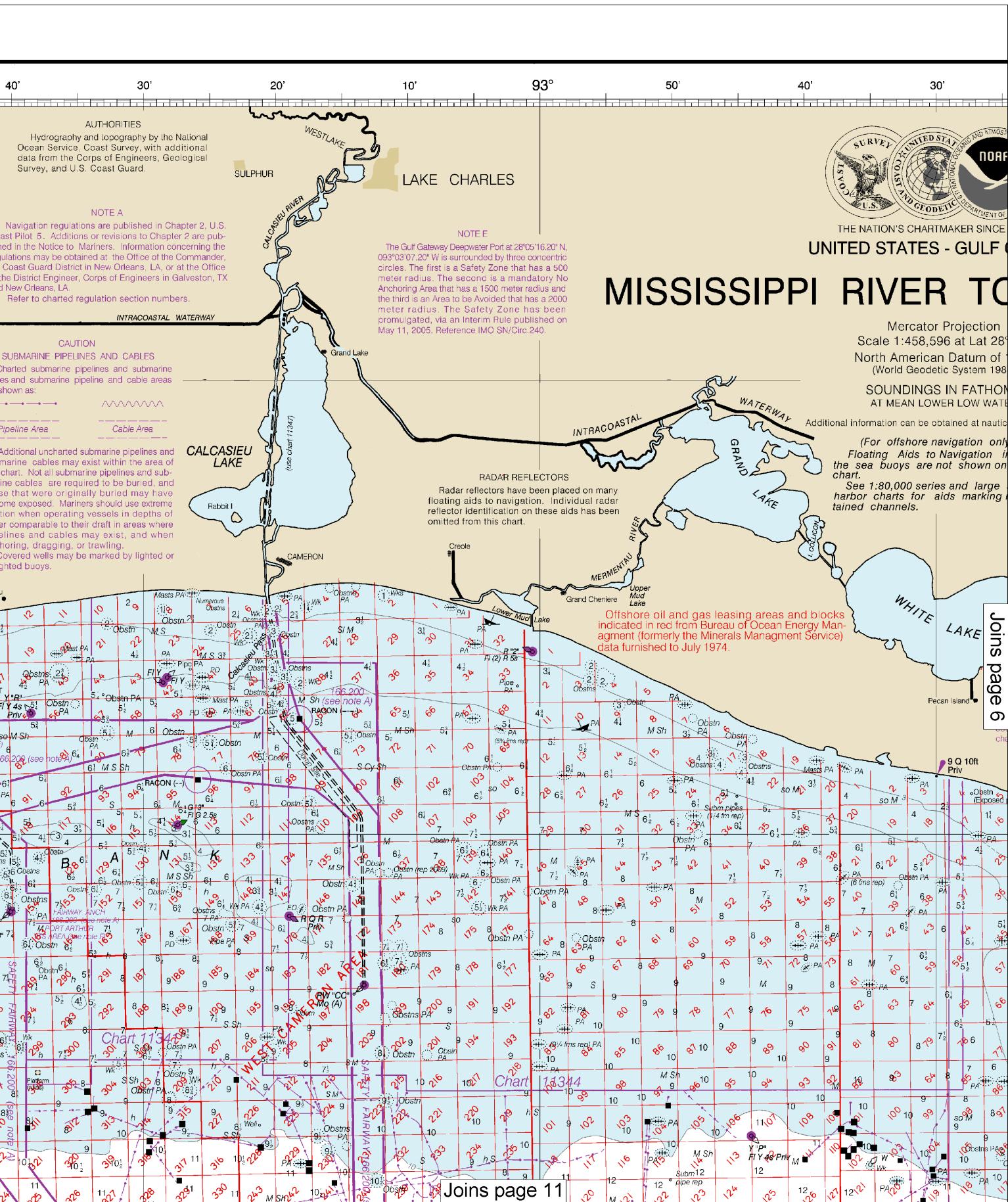
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

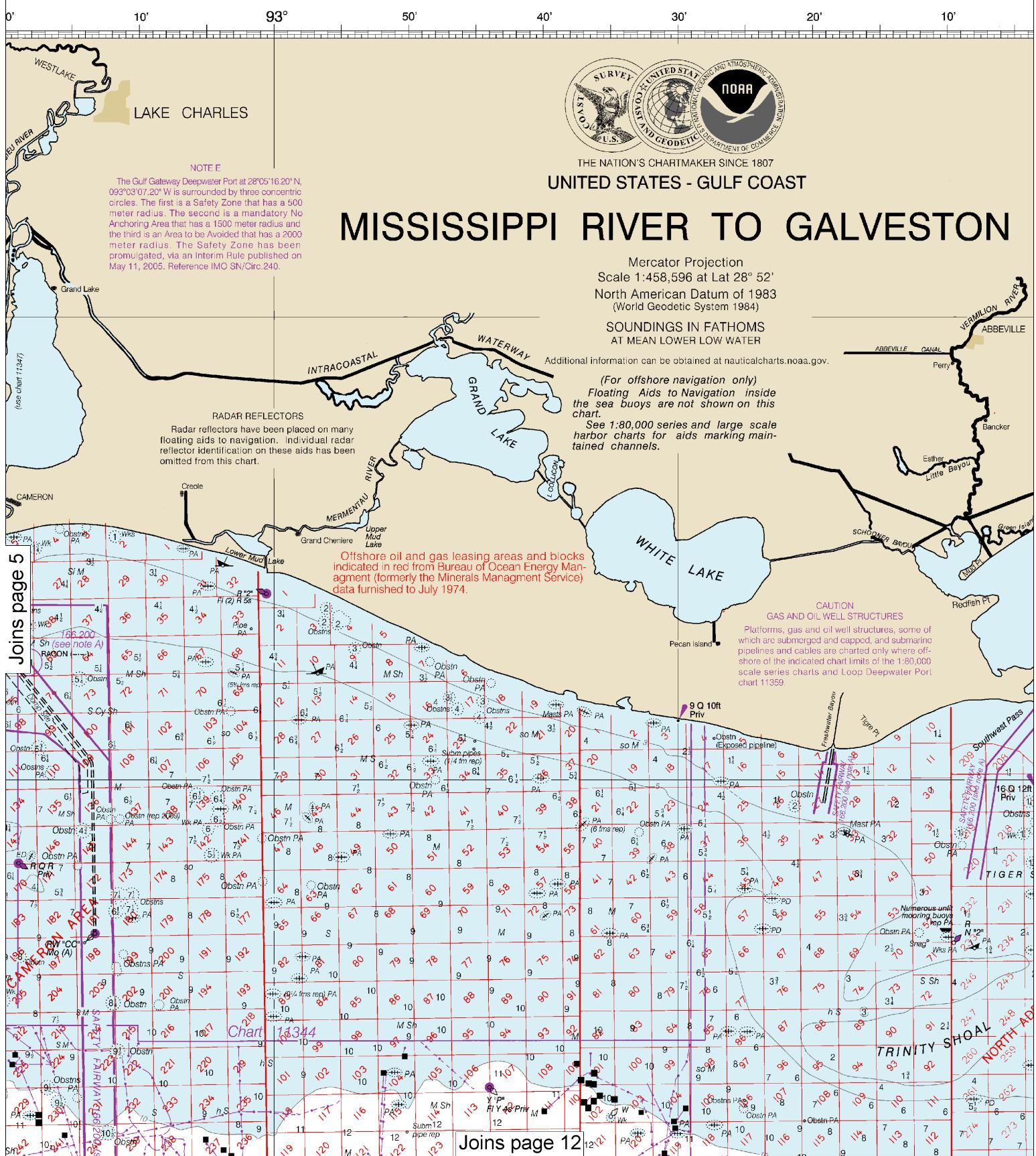
**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Joins page 10



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:611461. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

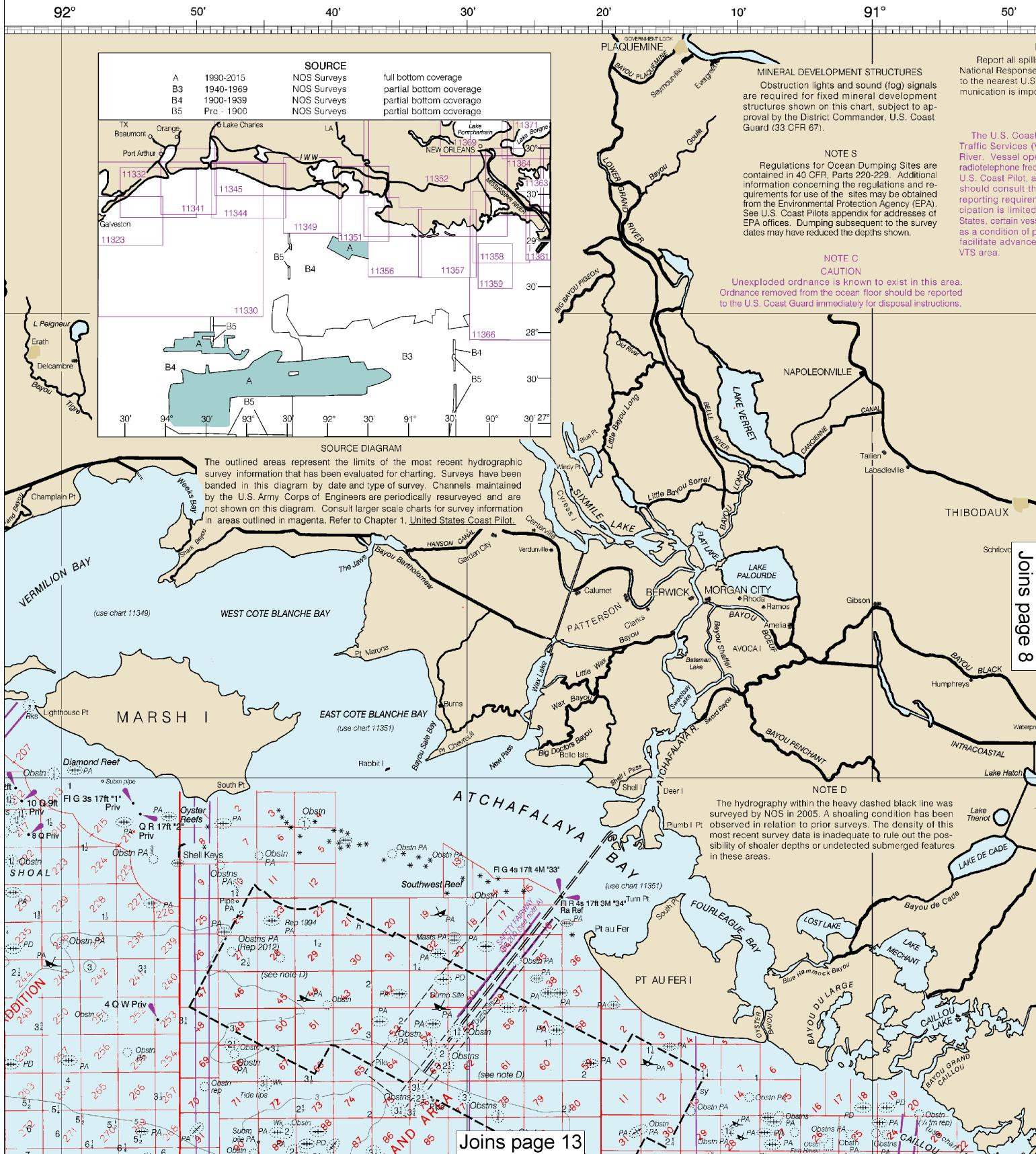


**Note:** Chart grid lines are aligned with true north.

**6**

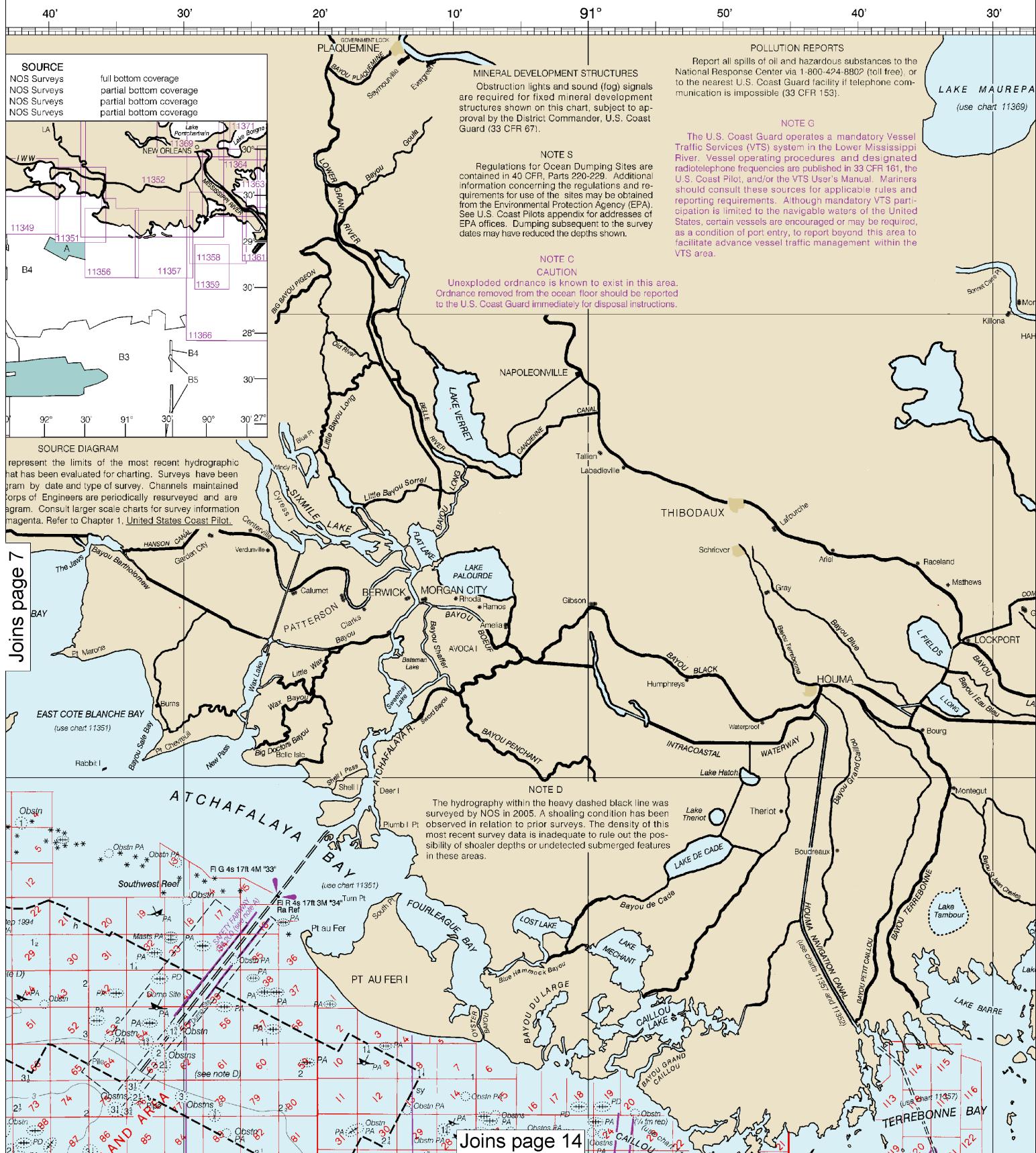
# SPECIAL PURPOSE OVERPRINT

16, 1st Ed., Jan 1918 C-1915-183 KAPP 49

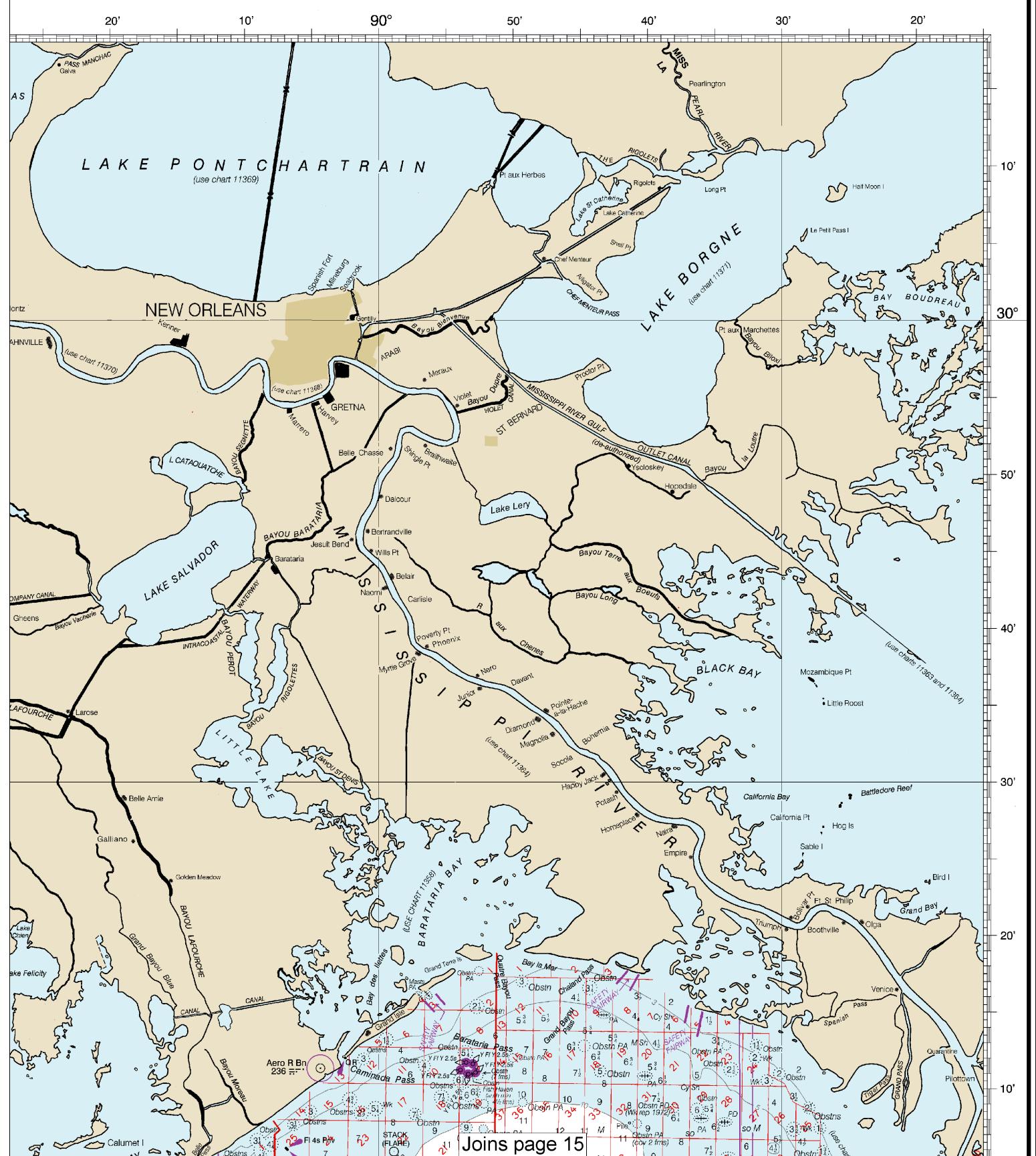


79th Ed., Feb. 2016. Last Correction: 12/6/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

# SPECIAL PURPOSE OVERPRINT



# SOUNDINGS IN FATHOMS



Joins page 4

## Joins page 16

10

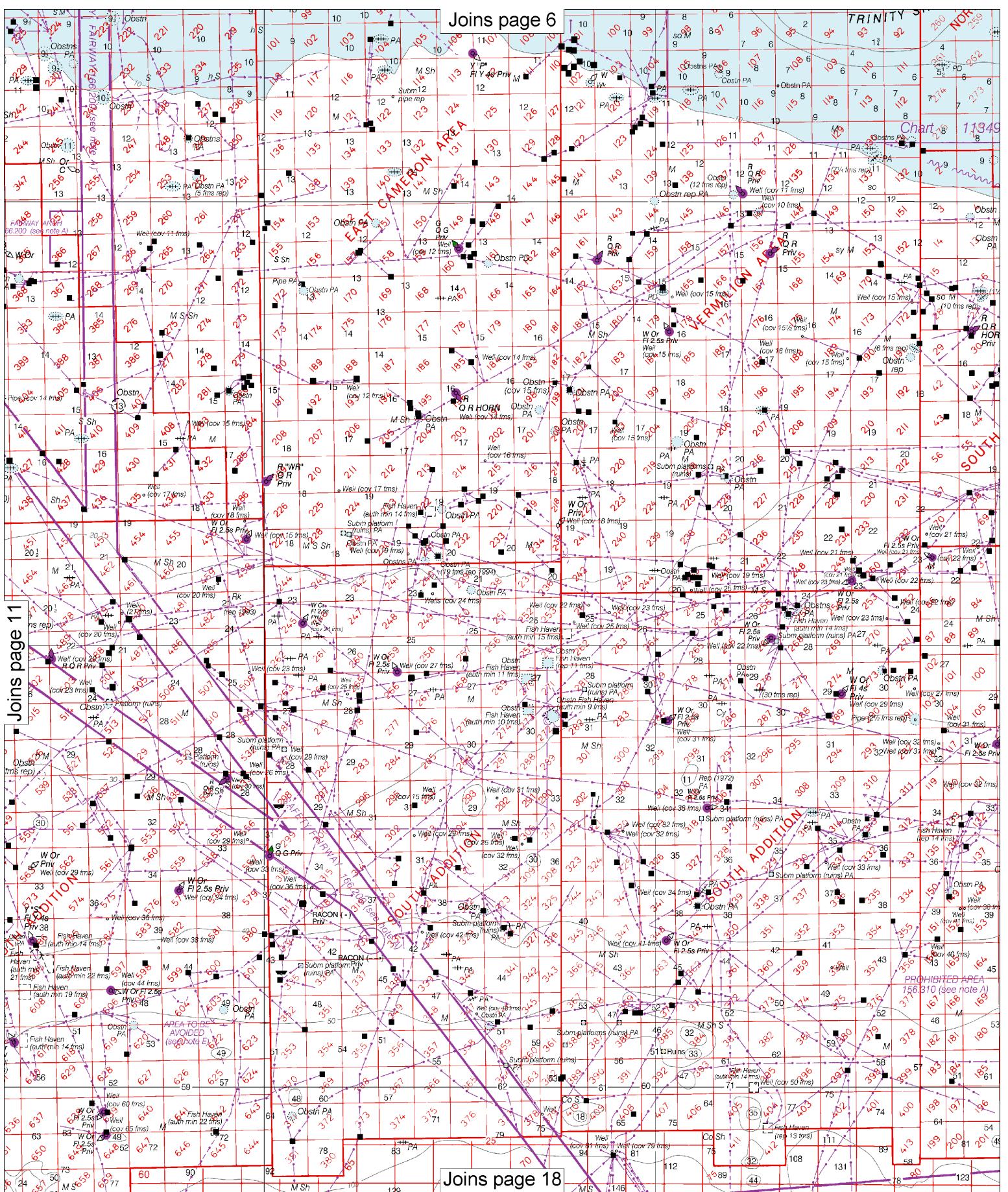
Note: Chart grid lines are aligned with true north.

Joins page 5

Joins page 17

Joins page 12

11



Joins page 7

Joins page 19

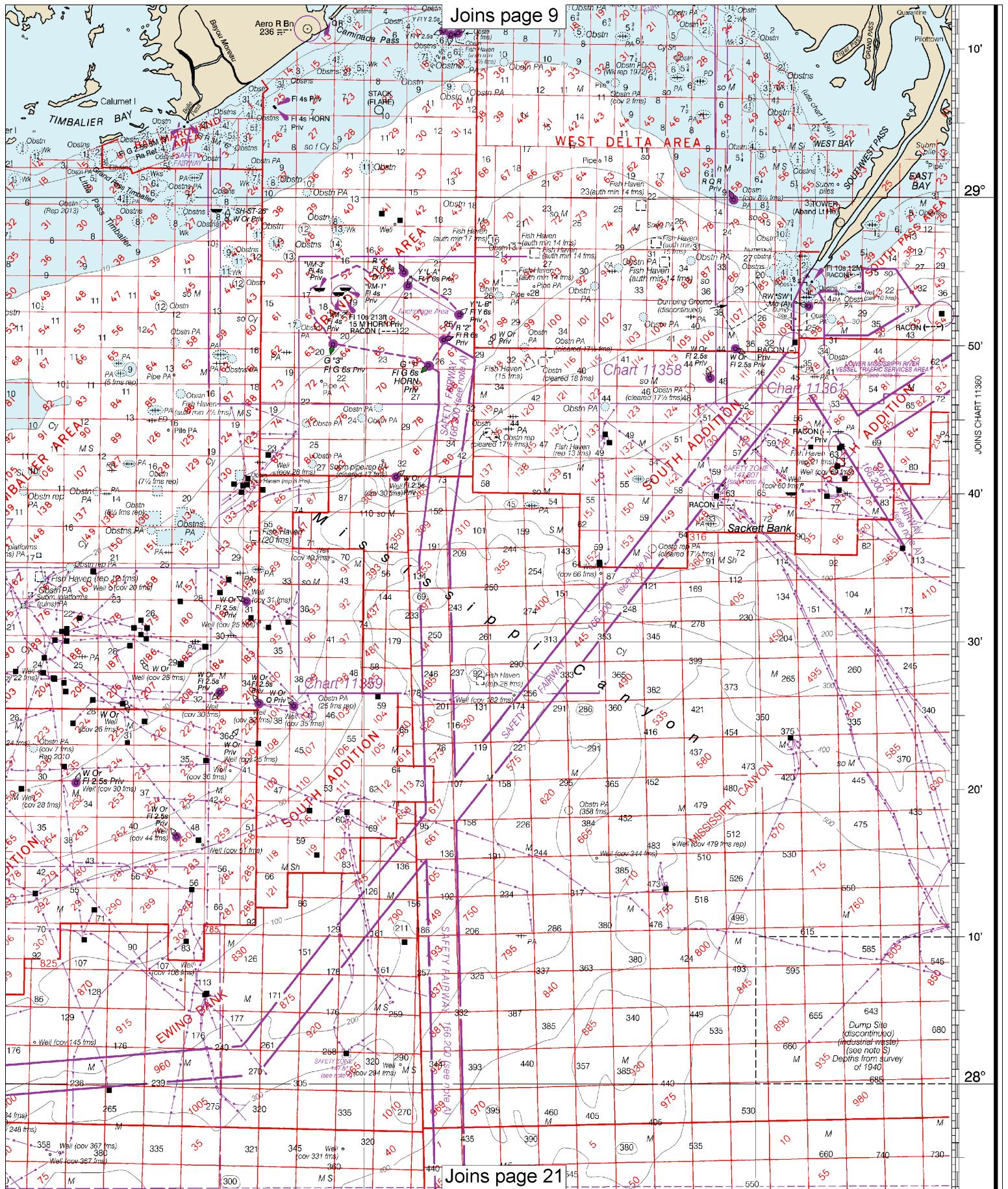
Joins page 14

Join page 1:

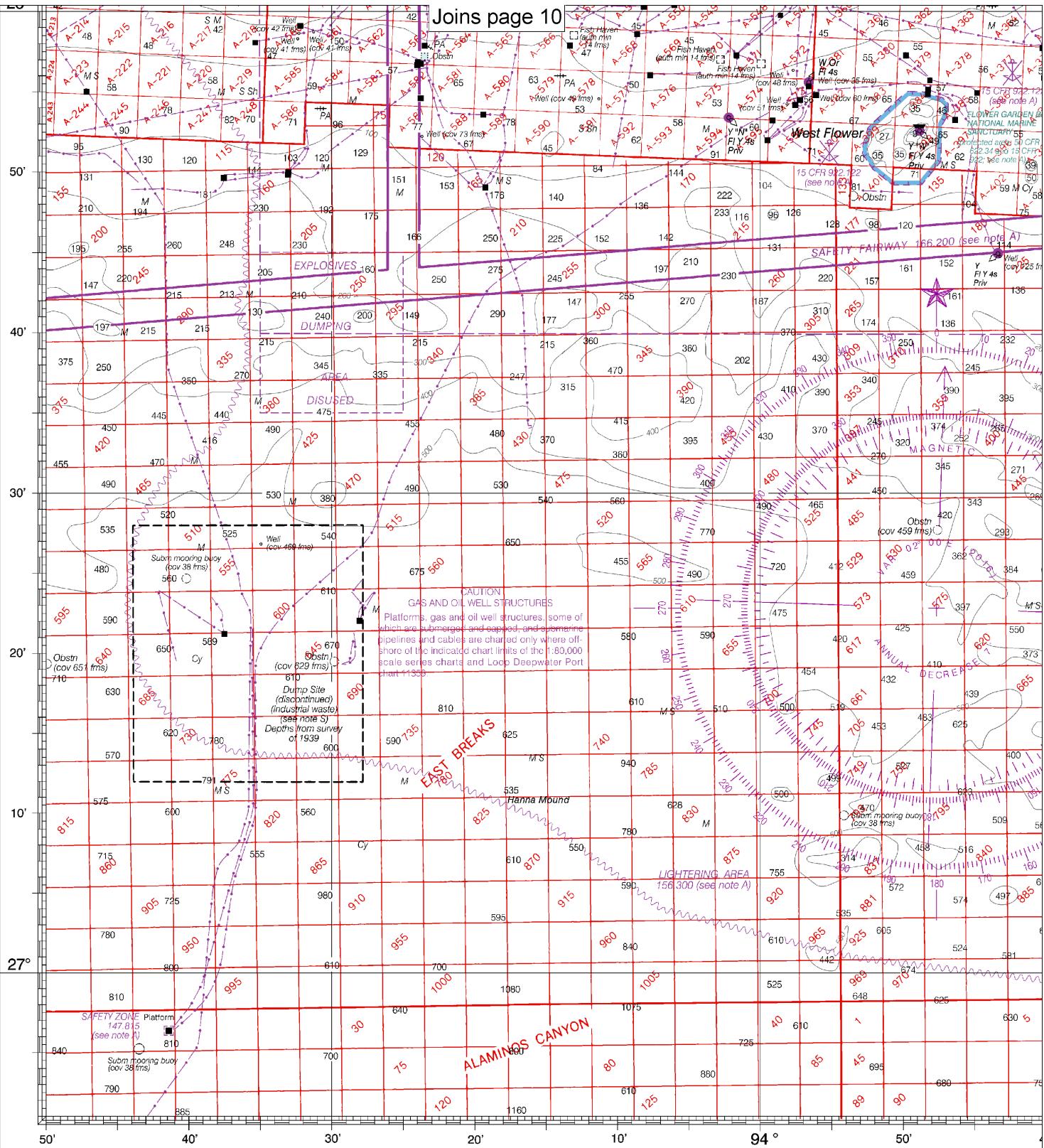
Joins page 8

Note: Chart grid lines are aligned with true north.

Joins page 20



# Joins page 10



113401116A

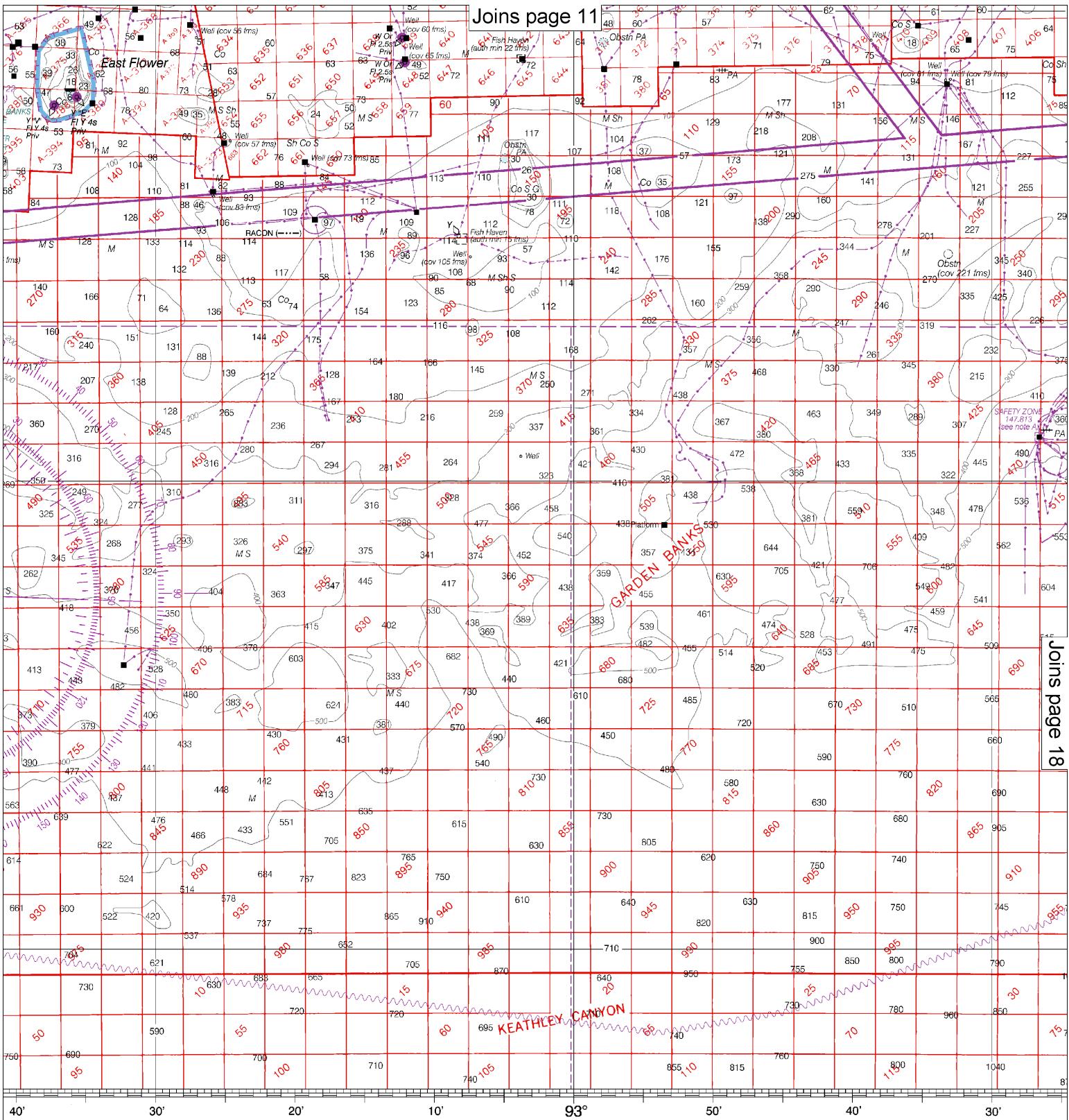
79th Ed., Feb. 2016. Last Correction: 12/6/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

16

Note: Chart grid lines are aligned with true north.

**WARNING**  
The prudent mariner will rely on single aids to navigation and floating aids. See U.S. Coast Pilot for detail.

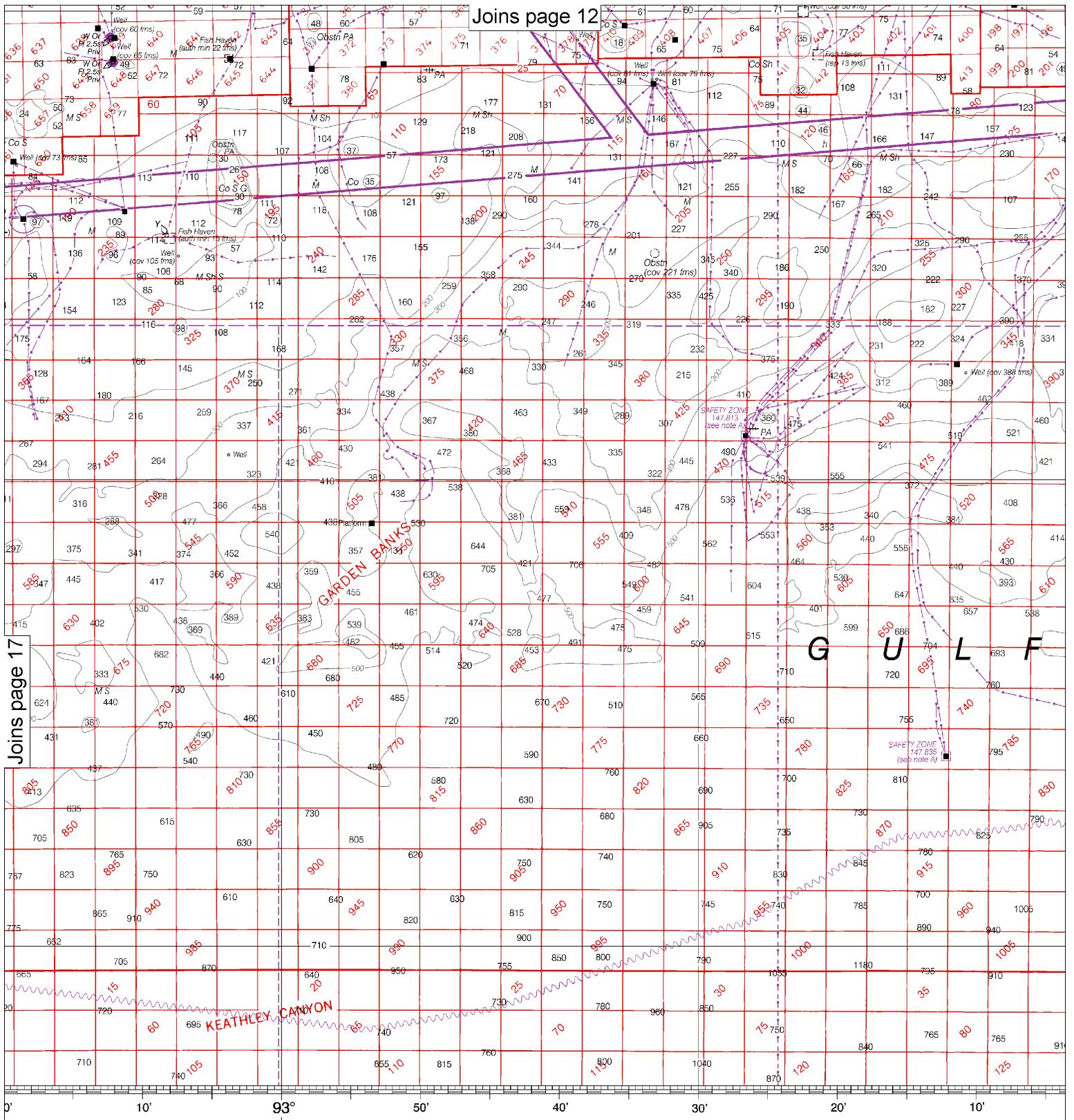
Joins page 11



not rely solely on  
n., particularly on  
st Guard Light List  
alls.

HORIZONTAL DATUM  
The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

## SOUNDINGS IN FATHOMS

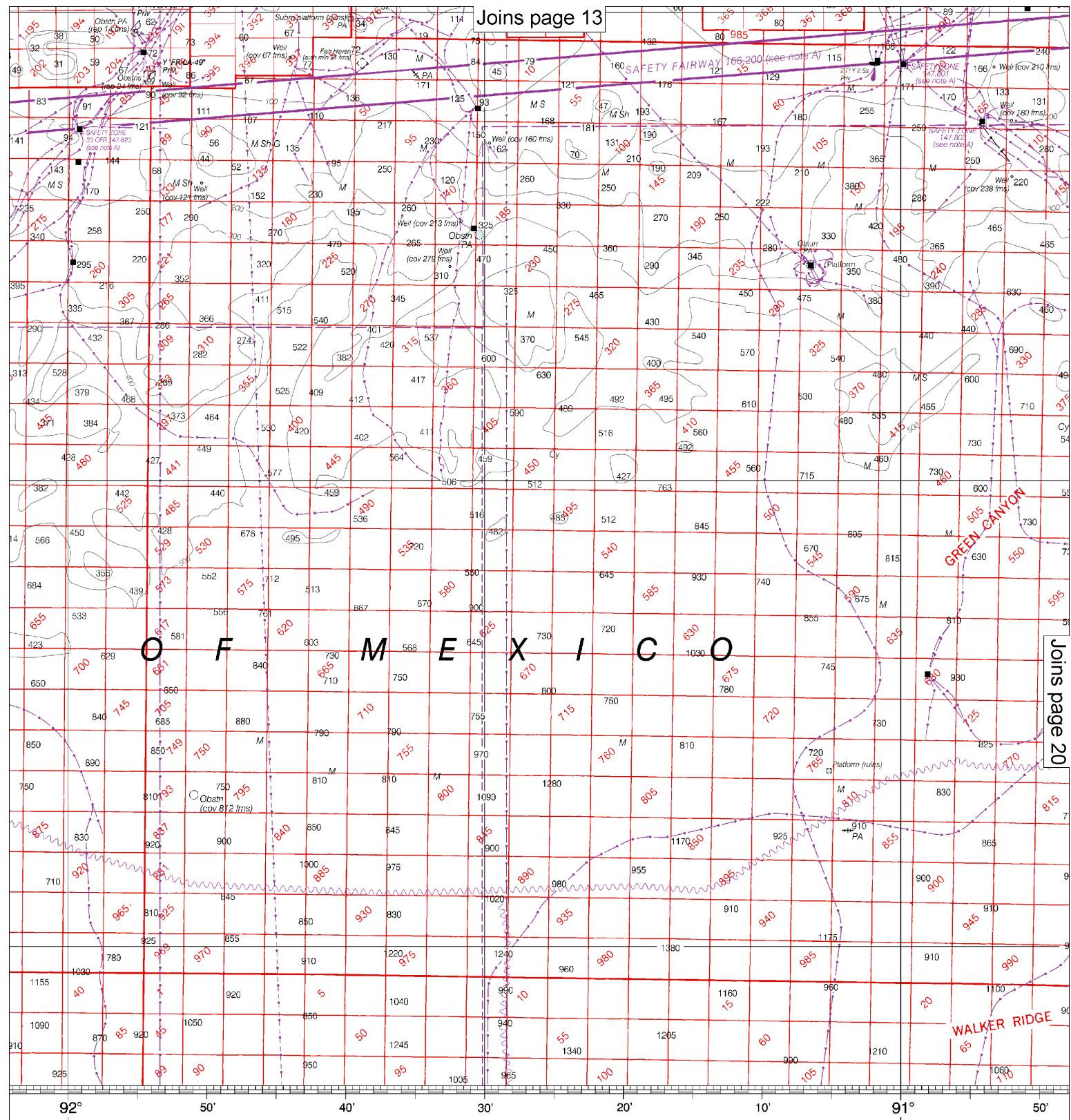


# 18

Note: Chart grid lines are aligned with true north.

DATUM  
This chart is North American Datum  
and is considered equivalent to the  
NAD 1927. Geographic positions referred  
to this chart do not require conversion to NAD

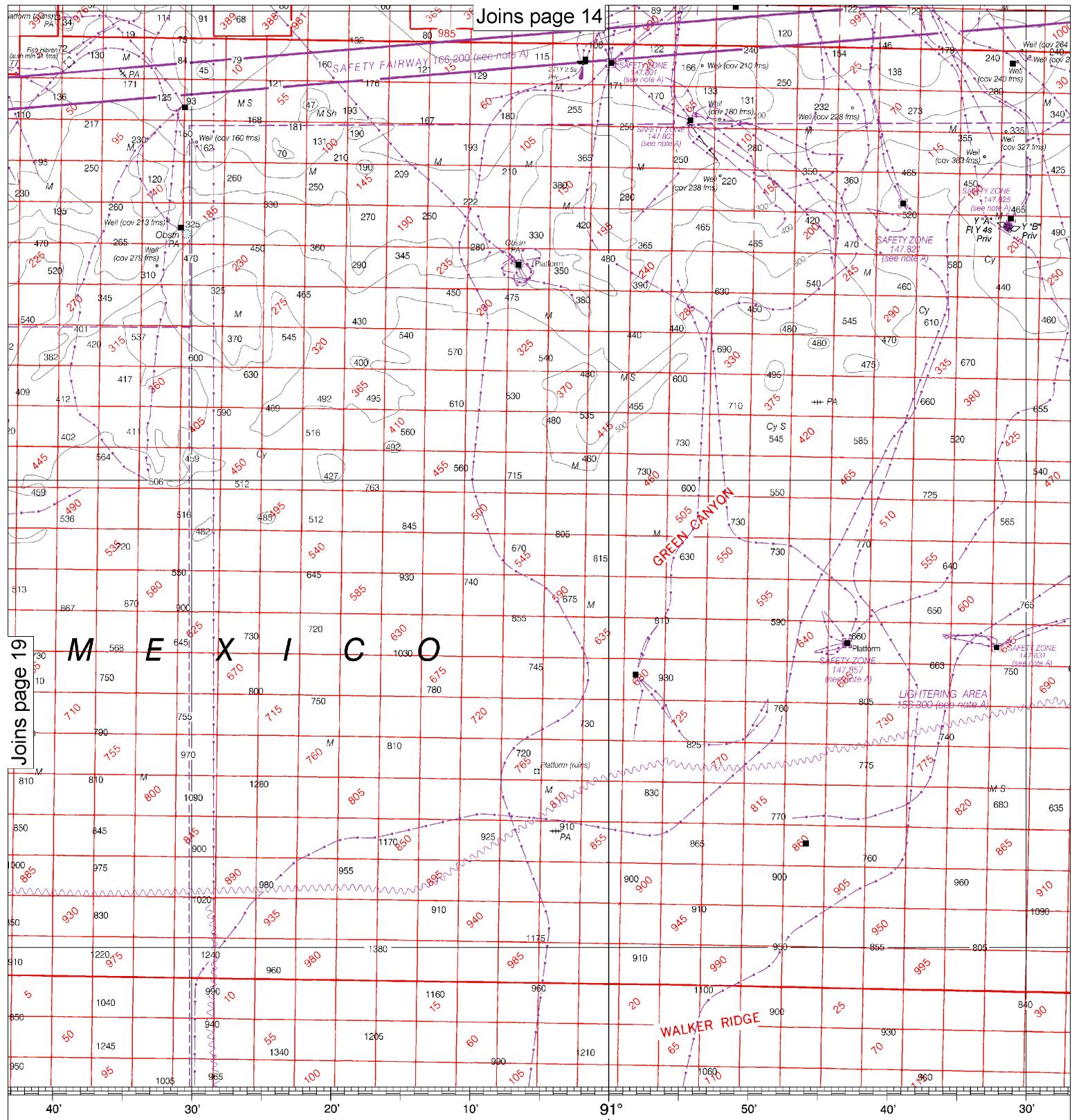
## SOUNDINGS IN FATHOMS

**SPECIAL PURPOSE OVERPRINT**

Offshore oil and gas leasing areas and blocks indicated in red from Bureau of Ocean Energy Management (formerly the Minerals Management Service) data furnished to July 1974.

ed at Washington, D.C.  
RTMENT OF COMMERCE  
AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
COAST SURVEY

 Joins page 14

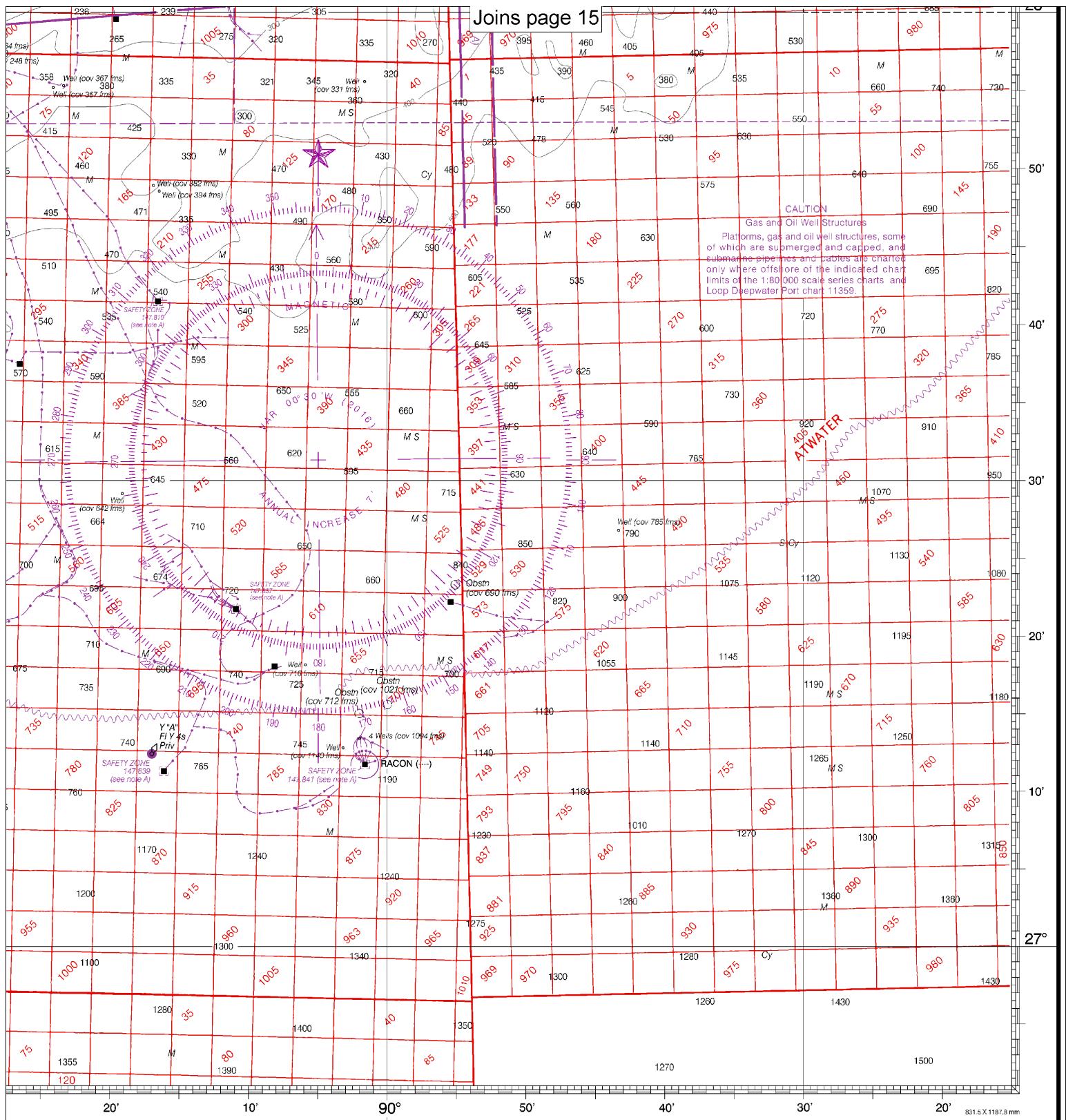


## SPECIAL PURPOSE OVERPRINT

Offshore oil and gas leasing areas and blocks indicated in red from Bureau of Ocean Energy Management (formerly the Minerals Management Service) data furnished to July 1974.

FEET	1 2 3
METERS	1 2 3
HANOMS	1 2 3

# Joins page 15

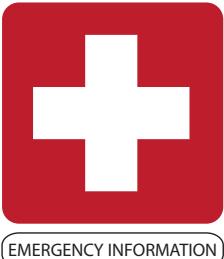


Mississippi River to Galveston

SOUNDINGS IN FATHOMS - SCALE 1:458,596

**1116A 11340**

2	3	1	4	6	7	8	9	10	11	12	13	14	15	16	17
12	13	24	33	36	42	48	54	60	68	72	78	84	90	96	102
3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information

— <http://www.nauticalcharts.noaa.gov>

Interactive chart catalog

— <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>

Report a chart discrepancy

— <http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx>

Chart and chart related inquiries and comments

— <http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>

Chart updates (LNM and NM corrections)

— [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)

Coast Pilot online

— <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

Tides and Currents

— <http://tidesandcurrents.noaa.gov>

Marine Forecasts

— <http://www.nws.noaa.gov/om/marine/home.htm>

National Data Buoy Center

— <http://www.ndbc.noaa.gov/>

NowCoast web portal for coastal conditions

— <http://www.nowcoast.noaa.gov/>

National Weather Service

— <http://www.weather.gov/>

National Hurricane Center

— <http://www.nhc.noaa.gov/>

Pacific Tsunami Warning Center

— <http://ptwc.weather.gov/>

Contact Us

— <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.